

## THE APPENDIX.

## A Useful Little Intestine That Is Making Trouble.

**Feccular Difficulties in the Case of Capt. Rose—How the Life of Lyman Gage, of Chicago, Was Saved—Operation Upon Vice Chancellor Pitney.**

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Have you ever thought that you have a vermiform appendix, and that if you are not careful it will be the death of you? Almost every week it brings some new victims to the surgeon's table. That is because we have lost all our respect for this useless organ, and the moment it begins to make trouble we have it cut out. Formerly men suffered and died without knowing just what afflicted them. Now, thanks to the nerve and skill of American surgeons, the vermiform appendix rarely kills its possessor.

I went to see Dr. Bull immediately after his successful operation upon Capt. Rose, of the British army, a son of the late Sir John Rose.

This man, Bull, is one of the greatest surgeons living to-day, but he is still a young man. He is a handsome fellow, tall and rather stout, with blue eyes and a heavy mustache. He doesn't like to talk about himself or his work.

"Two thousand books have been written about this little intestine," said he. "It is, so far as we can discover, absolutely useless. Darwin claimed that its existence in the body was one proof that we are the evolved result of ape development. On this point scientists hesitate to agree with him. The appendix varies in length from two to six inches, and is about the diameter of a goose quill. It is hollow throughout its entire length, and the unattached extremity is blunt. It has been known to adhere to the liver, and to completely destroy the functional capacity of that part. In many cases it becomes knotted about the intestines, causing strangulation. It is this little hollow tube of skin into which orange, date, prune, grape and raisin pits are liable to drop. In fact, children have been



DR. F. LANGE.

known to swallow pins which found a resting place in that intestine, causing inflammation and death. Physicians have been unable to attribute any function to the appendix.

It is found in man and a few apes about as pictured here, while in rodents it has been known to develop to a size exceeding that of the stomach of the animal. But in these cases it is always known as a glandular organ and has a definite function. In rodents also the valve which separates the cecum, one of the larger intestines, from the appendix is well developed and works with the regularity of all vitals. In man this valve is undeveloped and is given the name merely because it has a resemblance to such a part.

When it is diseased the only escape for the patient from death is by the operation which was performed on Capt. Rose.

The operation lasted a little over two hours, and the captain was kept under ether all the time. Assisting Dr. Bull in the operation were Drs. Francis A. Kinnicut, McAllister and all the other consulting surgeons of St. Luke's hospital. When the first cut was made it was found the knife would have to go through a thickness of almost four inches, and would possibly have to pass under the cecum, as the appendix was found almost imbedded and bent into the large intestine. It was at this juncture that one of the physicians in attendance advised giving up the case at once, as an incision into the large intestine would undoubtedly prove fatal. With an undaunted courage the young surgeon kept on. The jarring of the knife the least fraction of an inch to either side might give the fatal cut. The diseased part was reached, and with nerve of most extraordinary



DR. WILLY MEYER.

character the appendix was cut off, removed, and the body again closed up. For a week Capt. Rose lay in almost a stupor produced from absolute weakness. He began to mend quickly after this, and on January 11 was removed from the hospital to his hotel, entirely recovered.

It is a remarkable fact that Capt. Rose found no physician in France, England or Germany who would undertake the case with any hope of eventual success. The captain is a large,

heavily built man, and when I saw him at the Brunswick hotel the other day beside his demure looking little wife, Lady Cecilia, I could see why it was that the surgeons abroad hesitated in the matter. The use of the knife on his stockily constructed frame meant hours of awful patience and perseverance, with the prospect of an almost certain inability to get through the thick abdominal wall.

Capt. Rose is an officer of the Tenth Hussars, and served with distinction in India, where he was a member of the staff of the prince of Wales.

"It is now almost three years since I had the first attack of what in medical parlance is called appendicitis, or, conventionally speaking, an inflammation of the intestines," said he. "I have no



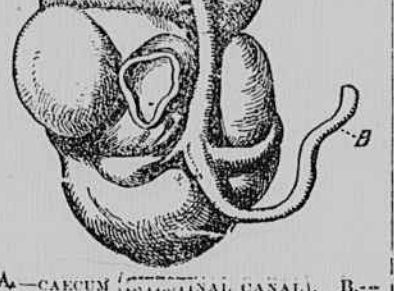
DR. BULL AND HIS AIDS OPERATING ON CAPT. ROSE.

idea what brought on the disease except that it is barely possible that the appendix had wound itself around one of the more useful intestines and had caused a partial strangulation, which resulted afterward in acute inflammation. It is also possible that a grape seed lodged in this useless part at that time and caused the inflammation, but the operation performed by Dr. Bull brought me no certain information on that point. I have had fourteen attacks of what might be called a kind of acute indigestion. These attacks lasted at times an entire day, at times an entire week, and on one occasion fully two months. The suffering was of a most unendurable kind. In fact, I believe that another attack would have killed me. Every physician whom I consulted abroad told me that the thickness of the abdominal wall would make an operation almost certainly fatal. But almost every one of these men of science advised me to go to America, where there was more surgical daring and where it was undoubtedly that the physicians were better trained to perform surgical operations than those of Europe.

"I came to New York about three months ago, accompanied by my wife, and at once placed myself under the care of Dr. William T. Bull, the consulting surgeon of St. Luke's. I was operated on at once, the appendix was entirely removed and I believe that I am as well and strong to-day as I ever was in my thirty-seven years of existence."

The most recent case was that of vice Chancellor H. C. Pitney, of Morristown, N. J., on whom Dr. Charles McBurney operated. He is the physician who performed a similar operation upon Lyman Gage, the Chicago banker.

Physicians tell of two cases in the care of Dr. Lange, of Lexington avenue, in which the danger was about as great, but in both the operations were



A—CAECUM (CEREBRAL CANAL). B—VERMIFORM APPENDAGE. C—INTESTINES.

successful. The operation performed on Lyman Gage, the Chicago banker, by Dr. McBurney, was not considered an extremely dangerous one, as the physique of the Chicago financier gave easy access to the diseased part. In the case of Chancellor Pitney, who was performed upon late in January, there was more difficulty and danger. In this case the vermiform appendix had been turned completely about, and had not the operation been performed in the nick of time death from strangulation would have taken place. The thickness of the abdominal wall which had to be cut through in this case was over three inches. Drs. Barker, Pierson, Owen and Halsted assisted in this operation.

Dr. Willy Meyer is another New York surgeon who has within the last year had several cases of appendicitis to deal with, all of which were successful. It is said by physicians of known repute that America has no greater surgeons than the four named, Drs. Bull, McBurney, Lange and Meyer, and Dr. Senn, of Milwaukee, whose fame is world wide.

DAVID WECHSLER.

## He Expected It.

"Your proposal is so unexpected, Mr. Spoonamore," said the young woman, blushing, "that I hardly know what to say. You must give me time to think it over."

"Certainly, Miss Jagers," said the young man, accommodatingly. "That's the way I've—er—always been in the habit of doing in cases like this."—Chicago Tribune.

## Quite English.

Miss Talkphast—My hands are quite a-duey, May.

Miss Chatterby—What do you mean, dear?

Miss Talkphast—Why, chappie, you know.—Leslie's Illustrated Newspaper.

## THE MAN OF FASHION.

## How Society Expects Him to Behave on the Street.

**Ward McAllister Deplores the Existence of Two Bad Habits—He Objects to the Ogling Man of Fashion—The Subject of Salutations.**

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It takes a Chesterfield to know how to behave on the street, and, since there are very few Chesterfields nowadays, it goes almost without saying that there are only a few of us who really know how to conduct ourselves on the great thoroughfares, thronged daily by the most fashionable.

Talking with Ward McAllister on the subject the other day, that gentleman had much to say in a spirit of regret and in language that was intimated to denote very manifest indignation. He deplored the existence of two bad habits in the American youth. The first of these was his persistence in staring at



WARD McALLISTER ON THE AVENUE.

the fashionable world from his club window. "Nothing that I can think of," he remarked, "is in poorer taste, and nothing tends so much to make the scions of great American houses the butt of ridicule in the daily and the weekly illustrated press. Most men about town are above this. Those who are not, and they are numerous, deserve all the opprobrium heaped on them by the newspapers."

The second bad habit of even the better class of society men is that of staring at ladies from in front of a fashionable hotel. "The real man of fashion," said Mr. McAllister, and in this case his remark ought to go down the ages as a pithy apothegm, "looks ahead of him when he walks." On these two points it is, perhaps, worth while to talk a little more in detail, for the society man is in need of the lesson.

"I have watched the son of one of the richest men of New York, who lives not a stone's throw from the corner of Thirty-fifth street and Fifth avenue," said a lady to me, "stand at a certain corner daily waiting for a pretty stenographer who does some work in the neighborhood to pass by. He follows her with his eyes as she comes toward him, and then trails along after the young lady, at times walking briskly ahead of her, and then again dropping back."

"He has even dared to talk with her, but the rebuff he met with cured him for a time. I missed him for a week, but a day or two since saw him at his old habit again."

"We dread to pass hotels or club houses," said the same young lady, "for we are invariably the cynosure of as many eyes as can comfortably focus themselves from available club windows. And at the Fifth Avenue hotel we are as a rule forced to pass an army of ogling men. On a rainy day this is particularly disagreeable."

It is perhaps well to let this young lady air her grievance in this Man of Fashion letter, for her own words are certain to strike home.

So before going on and giving you a few pointers on how to behave on the streets, let me summarize what I have said on "how not to behave."

Don't stand at your club windows and stare.

Don't stand in front of your hotel and ogle.

Don't try to catch a glimpse of a lady's ankle.

When you pass a lady don't stare at her as she is coming toward you, and



THE SHOW AS IT SHOULD BE.

above all things, never look back to get a last glimpse of her form.

When you meet a lady of your acquaintance, unless she be very intimate, only take off your hat and bow. It is not *en regle* to stop in the street to chat with a lady. If you are very well acquainted and the lady shows a desire to discuss some matter with you, walk her way.

If the lady happens to be shopping do not accompany her into any place of business. Even if the subject you are discussing is of great importance and your conversation unfinished, cut it short on some pretense or other and leave the lady or ladies to do their shopping by herself or themselves. Make it

a point to leave a lady the moment she has reached her immediate destination. The man of fashion need hardly be told that the lady must always nod a recognition if she is walking or driving along, and no gentleman will presume to renew an acquaintance of a single evening unless the lady shows a decided inclination that way. Nor is it for you to fathom the young lady's mind by a determined stare. You destroy all hopes you may have of future pleasant chats by too forward a conduct when you meet the young lady in question out for her drive, or ride or walk.

The subject of salutation deserves more than a passing notice. You may think you know all about it, but you don't. If alone and you meet a lady who has recognized you, carry the hat quickly as low as the hip with the hand farthest removed from her, then replace it slowly. Accompany the action with a slight forward inclination of the body and a smile of recognition. This is the proper way, but if it seems too cavalier-like for you, a less sweeping doff of the hat is permissible. If alone, and you meet a male acquaintance, merely nod. In Germany and France it is the style to raise the hat, but not in America. When you are escorting a lady and you bow with her to a third person, cut your own salute short. Your companion will wish, in her feminine vanity, to monopolize the third person's gaze, and she will feel piqued if you share too much of it.

Despite the growing disinclination of business men to remove the hat when riding in the elevator with ladies, the man of fashion will never fail to show that slight courtesy, as he will never forget to bare his head in the private corridors of a hotel or a theater.

Of all the errors into which the votaries of fashion lapse none shows the lack of true gentility to such an extent as the "cut." I mean the reception of a salute with a stony stare. A man is never hurt by acknowledging acquaintanceship with any but men of low and debased character.

James G. Blaine when once asked what he believed the secret of his popularity with the masses was said: "I once read that George Washington would not let the humblest negro outdo him in politeness, and that is why he took pains to return every salute made him. That is the style I believe in."

Do not be cad enough to "cut" a lady. If you do not like her, return her bow with the slightest possible show of indifference.

Never carry a walking stick in the evening. If you carry it in the daytime hold it by the handle, and not in the middle. I defer in a great many things to Mr. McAllister, but on this point he, too, needs a bit of advice. I saw him walking down Fifth avenue the other day, every inch the man of fashion with the exception of the manner in which he carried his cane. That he held in the middle, and it seemed as though he wanted to guard himself



LOUNGING AT THE FIFTH AVENUE CLUB WINDOW SCENE.

from the too near approach of anybody in front or rear. So do not attempt any drum-major contortions, as they will only make you appear ridiculous.

Some one has recently written that canes are no longer in style. That is not so. Watch the ten best dressers you can think of in New York as they walk along Broadway or Fifth avenue and you will find that the cane is a part of their make-up.

In walking keep to the right of the walk and never pass in front of a lady coming at right angles at a street corner, unless about six feet intervene. Walk sharply; do not lounge.

Except for a lady do not carry a parcel on the street. If necessity compels you to carry something put it into one of the latest style fashionable hand satchels.

If walking with a lady and her step is too short for you use what Tom Howard calls the "Newport drag step" and avoid that awful see-saw appearance. Never look arms in the daytime with a lady unless she be elderly or an invalid.

I was talking with Chauncey Depew the other day and he detailed a few of his peculiarities when out for a walk and while meeting the thousands who know him in New York.

"In the first place, I consider smoking in the street objectionable, for there are more suitable places for it and it invariably makes a man look a trifle tough. There are smoking rooms in the hotels, in the homes and in the clubs where the man of fashion can enjoy that little pleasure all to himself or in the company of a few congenial souls."

"I believe furthermore that the most fashionably dressed man is he whose dress attracts absolutely no attention. That in my opinion should be the aim of the man of fashion. He should dress, he should walk, in short, he should act without that annoying self-consciousness that makes some men think only and all the time of the impression they are making. He is most in style upon whose dress and manners the least number of eyes are focused."

ALBERT EDWARD TYERRELL.

## Undressing the Potatoes.

Mamma was peeling the potatoes. "Can't I help you undress them?" asked Myra.—Harper's Young People.

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SCHEDULE IN EFFECT DECEMBER 6, 1891.

WESTBOUND, LEAVE ROANOKE DAILY. 9:25 a. m. for Radford, Pulaski, Bristol, Clinch Valley Division and Bluefield. Also for Bluefield, Pocahontas, Elkhorn, Clinch Valley Division and Louisville via Norton. Pullman sleepers to Memphis and New Orleans and to Louisville via Norton.

10:30 a. m. for Radford and intermediate stations. No connection beyond. 6:15 p. m. for Radford, Pulaski, Bristol, Clinch Valley Division and Bluefield. Pullman sleepers to Chattanooga.

NORTH AND EASTBOUND, LEAVE ROANOKE DAILY. 7:00 a. m. for Shenandoah; no connection beyond. 12:50 p. m. for Hagerstown. Pullman sleepers to New York via Harrisburg and Philadelphia. 11:15 p. m. for Hagerstown. Pullman sleepers to Washington via Shenandoah Junction and to New York via Harrisburg.

6:30 a. m. for Petersburg and Richmond. Pullman parlor car to Norfolk. 5:05 p. m. for Lynchburg; no connection beyond. 11:15 p. m. for Richmond and Norfolk. Pullman sleeper to Norfolk and Lynchburg to Richmond.

Clinch Valley Division—Leave Bluefield daily 7:00 a. m. for Norton, and 3:15 p. m. for Norton, Louisville and points on L. & N. R. R. via Norton.

North Carolina Division—Leave Pulaski daily 7:00 a. m. for Ivanhoe and 1:30 p. m. for Ivanhoe and Goshen and 8:10 a. m. (except Sunday) for Betty's Back. Pullman sleepers to Rich-

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## THE EAST TENNESSEE, VIRGINIA AND GEORGIA RAILWAY SYSTEM, PASSENGER DEPARTMENT. KNOXVILLE, TENN., DEC. 5th, 1891.

TIME CARD IN EFFECT DEC. 6th, 1891.

SOUTHBOUND.			
VEHICLE.	No. 12.	No. 13.	No. 15.
Lv. Chattanooga.	10:40 p. m.	1:10 p. m.	8:55 a. m.
Lv. Atlanta.	3:41 a. m.	6:45 p. m.	2:40 p. m.
Lv. Macon.	3:55 a. m.	7:00 p. m.	3:45 p. m.
Lv. Jacksonville.	4:00 a. m.	7:05 p. m.	3:50 p. m.
Lv. Macon.	4:05 a. m.	7:10 p. m.	3:55 p. m.
Lv. Jacksonville.	4:10 a. m.	7:15 p. m.	4:00 p. m.
Lv. Macon.	4:15 a. m.	7:20 p. m.	4:05 p. m.
Lv. Jacksonville.	4:20 a. m.	7:25 p. m.	4:10 p. m.
Lv. Macon.	4:25 a. m.	7:30 p. m.	4:15 p. m.
Lv. Jacksonville.	4:30 a. m.	7:35 p. m.	4:20 p. m.
Lv. Macon.	4:35 a. m.	7:40 p. m.	4:25 p. m.
Lv. Jacksonville.	4:40 a. m.	7:45 p. m.	4:30 p. m.
Lv. Macon.	4:45 a. m.	7:50 p. m.	4:35 p. m.
Lv. Jacksonville.	4:50 a. m.	7:55 p. m.	4:40 p. m.
Lv. Macon.	4:55 a. m.	8:00 p. m.	4:45 p. m.
Lv. Jacksonville.	5:00 a. m.	8:05 p. m.	4:50 p. m.
Lv. Macon.	5:05 a. m.	8:10 p. m.	4:55 p. m.
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Lv. Jacksonville.	10:00 a. m.	1:05 p. m.	9:50 p. m.
Lv. Macon.	10:05 a. m.	1:10 p. m.	9:55 p. m.
Lv. Jacksonville.	10:10 a. m.	1:15 p. m.	10:00 p. m.
Lv. Macon.	10:15 a. m.	1:20 p. m.	10:05 p. m.
Lv. Jacksonville.	10:20 a. m.	1:25 p. m.	10:10 p. m.
Lv. Macon.	10:25 a. m.	1:30 p. m.	10:15 p. m.
Lv. Jacksonville.	10:30 a. m.	1:35 p. m.	10:20 p. m.
Lv. Macon.	10:35 a. m.	1:40 p. m.	10:25 p. m.
Lv. Jacksonville.	10:40 a. m.	1:45 p. m.	10:30 p. m.
Lv. Macon.	10:45 a. m.	1:50 p. m.	10:35 p. m.
Lv. Jacksonville.	10:50 a. m.	1:55 p. m.	10:40 p. m.
Lv. Macon.	10:55 a. m.	2:00 p. m.	10:45 p. m.
Lv. Jacksonville.	11:00 a. m.	2:05 p. m.	10:50 p. m.
Lv. Macon.	11:05 a. m.	2:10 p. m.	10:55 p. m.
Lv. Jacksonville.	11:10 a. m.	2:15 p. m.	11:00 p. m.
Lv. Macon.	11:15 a. m.	2:20 p. m.	11:05 p. m.
Lv. Jacksonville.	11:20 a. m.	2:25 p. m.	11:10 p. m.
Lv. Macon.	11:25 a. m.	2:30 p. m.	11:15 p. m.
Lv. Jacksonville.	11:30 a. m.	2:35 p. m.	11:20 p. m.
Lv. Macon.	11:35 a. m.	2:40 p. m.	11:25 p. m.
Lv. Jacksonville.	11:40 a. m.	2:45 p. m.	11:30 p. m.
Lv. Macon.	11:45 a. m.	2:50 p. m.	11:35 p. m.
Lv. Jacksonville.	11:50 a. m.	2:55 p. m.	11:40 p. m.
Lv. Macon.	11:55 a. m.	3:00 p. m.	11:45 p. m.
Lv. Jacksonville.	12:00 p. m.	3:05 p. m.	11:50 p. m.
Lv. Macon.	12:05 p. m.	3:10 p. m.	11:55 p. m.
Lv. Jacksonville.	12:10 p. m.	3:15 p. m.	12:00 p. m.
Lv. Macon.	12:15 p. m.	3:20 p. m.	12:05 p. m.
Lv. Jacksonville.	12:20 p. m.	3:25 p. m.	12:10 p. m.
Lv. Macon.	12:25 p. m.	3:30 p. m.	12:15 p. m.
Lv. Jacksonville.	12:30 p. m.	3:35 p. m.	12:20 p. m.
Lv. Macon.	12:35 p. m.	3:40 p. m.	12:25 p. m.
Lv. Jacksonville.	12:40 p. m.	3:45 p. m.	12:30 p. m.
Lv. Macon.	12:45 p. m.	3:50 p. m.	12:35 p. m.
Lv. Jacksonville.	12:50 p. m.	3:55 p. m.	12:40 p. m.
Lv. Macon.	12:55 p. m.	4:00 p. m.	12:45 p. m.
Lv. Jacksonville.	1:00 p. m.	4:05 p. m.	12:50 p. m.
Lv. Macon.	1:05 p. m.	4:10 p. m.	12:55 p. m.
Lv. Jacksonville.	1:10 p. m.	4:15 p. m.	1:00 p. m.
Lv. Macon.	1:15 p. m.	4:20 p. m.	1:05 p. m.
Lv. Jacksonville.	1:20 p. m.	4:25 p. m.	1:10 p. m.
Lv. Macon.	1:25 p. m.	4:30 p. m.	1:15 p. m.
Lv. Jacksonville.	1:30 p. m.	4:35 p. m.	1:20 p. m.
Lv. Macon.	1:35 p. m.	4:40 p. m.	1:25 p. m.
Lv. Jacksonville.	1:40 p. m.	4:45 p. m.	1:30 p. m.
Lv. Macon.	1:45 p. m.	4:50 p. m.	1:35 p. m.
Lv. Jacksonville.	1:50 p. m.	4:55 p. m.	1:40 p. m.
Lv. Macon.	1:55 p. m.	5:00 p. m.	1:45 p. m.
Lv. Jacksonville.	2:00 p. m.	5:05 p. m.	1:50 p. m.
Lv. Macon.	2:05 p. m.	5:10 p. m.	1:55 p. m.
Lv. Jacksonville.	2:10 p. m.	5:15 p. m.	2:00 p. m.
Lv. Macon.	2:15 p. m.	5:20 p. m.	2:05 p. m.
Lv. Jacksonville.	2:20 p. m.	5:25 p. m.	2:10 p. m.
Lv. Macon.	2:25 p. m.	5:30 p. m.	2:15 p. m.
Lv. Jacksonville.	2:30 p. m.	5:35 p. m.	2:20 p. m.
Lv. Macon.	2:35 p. m.	5:40 p. m.	2:25 p. m.
Lv. Jacksonville.	2:40 p. m.	5:45 p. m.	2:30 p. m.
Lv. Macon.	2:45 p. m.	5:50 p. m.	2:35 p. m.
Lv. Jacksonville.	2:50 p. m.	5:55 p. m.	2:40 p. m.
Lv. Macon.	2:55 p. m.	6:00 p. m.	2:45 p. m.
Lv. Jacksonville.	3:00 p. m.	6:05 p. m.	2:50 p. m.
Lv. Macon.	3:05 p. m.	6:10 p. m.	2:55 p. m.
Lv. Jacksonville.	3:10 p. m.	6:15 p. m.	3:00 p. m.
Lv. Macon.	3:15 p. m.	6:20 p. m.	3:05 p. m.
Lv. Jacksonville.	3:20 p. m.	6:25 p. m.	3:10 p. m.
Lv. Macon.	3:25 p. m.	6:30 p. m.	3:15 p. m.
Lv. Jacksonville.	3:30 p. m.	6:35 p. m.	3:20 p. m.
Lv. Macon.	3:35 p. m.	6:40 p. m.	3:25 p. m.
Lv. Jacksonville.	3:40 p. m.	6:45 p. m.	3:30 p. m.
Lv. Macon.	3:45 p. m.	6:50 p. m.	3:35 p. m.
Lv. Jacksonville.	3:50 p. m.	6:55 p. m.	3:40 p. m.
Lv. Macon.	3:55 p. m.	7:00 p. m.	3:45 p. m.
Lv. Jacksonville.	4:00 p. m.	7:05 p. m.	3:50 p. m.
Lv. Macon.	4:05 p. m.	7:10 p. m.	3:55 p. m.
Lv. Jacksonville.	4:10 p. m.	7:15 p. m.	4:00 p. m.
Lv. Macon.	4:15 p. m.	7:20 p. m.	4:05 p. m.
Lv. Jacksonville.	4:20 p. m.	7:25 p. m.	4:10 p. m.
Lv. Macon.	4:25 p. m.	7:30 p. m.	4:15 p. m.
Lv. Jacksonville.	4:30 p. m.	7:35 p. m.	4:20 p. m.
Lv. Macon.	4:35 p. m.	7:40 p. m.	4:25 p. m.
Lv. Jacksonville.	4:40 p. m.	7:45 p. m.	4:30 p. m.
Lv. Macon.	4:45 p. m.	7:50 p. m.	4:35 p. m.
Lv. Jacksonville.	4:50 p. m.	7:55 p. m.	4:40 p. m.
Lv. Macon.	4:55 p. m.	8:00 p. m.	4:45 p. m.
Lv. Jacksonville.	5:00 p. m.	8:05 p. m.	4:50 p. m.
Lv. Macon.	5:05 p. m.	8:10 p. m.	4:55 p. m.
Lv. Jacksonville.	5:10 p. m.	8:15 p. m.	5:00 p. m.
Lv. Macon.	5:15 p. m.	8:20 p. m.	5:05 p. m.
Lv. Jacksonville.	5:20 p. m.	8:25 p. m.	5:10 p. m.
Lv. Macon.	5:25 p. m.	8:30 p. m.	5:15 p. m.
Lv. Jacksonville.	5:30 p. m.	8:35 p. m.	5:20 p. m.
Lv. Macon.	5:35 p. m.	8:40 p. m.	5:25 p. m.
Lv. Jacksonville.	5:40 p. m.	8:45 p. m.	5:30 p. m.
Lv. Macon.	5:45 p. m.	8:50 p. m.	5:35 p. m.
Lv. Jacksonville.	5:50 p. m.	8:55 p. m.	5:40 p. m.
Lv. Macon.	5:55 p. m.	9:00 p. m.	5:45 p. m.
Lv. Jacksonville.	6:00 p. m.	9:05 p. m.	5:50 p. m.
Lv. Macon.	6:05 p. m.	9:10 p. m.	5:55 p. m.
Lv. Jacksonville.	6:10 p. m.	9:15 p. m.	6:00 p. m.
Lv. Macon.	6:15 p. m.	9:20 p. m.	6:05 p. m.
Lv. Jacksonville.	6:20 p. m.	9:25 p. m.	6:10 p. m.
Lv. Macon.	6:25 p. m.	9:30 p. m.	6:15 p. m.
Lv. Jacksonville.	6:30 p. m.	9:35 p. m.	6:20 p. m.
Lv. Macon.	6:35 p. m.	9:40 p. m.	6:25 p. m.
Lv. Jacksonville.	6:40 p. m.	9:45 p. m.	6:30 p. m.
Lv. Macon.	6:45 p. m.	9:50 p. m.	6:35 p. m.
Lv. Jacksonville.	6:50 p. m.	9:55 p. m.	6:40 p. m.
Lv. Macon.	6:55 p. m.	10:00 p. m.	6:45 p. m.
Lv. Jacksonville.	7:00 p. m.	10:05 p. m.	6:50 p. m.
Lv. Macon.	7:05 p. m.	10:10 p. m.	6:55 p. m.
Lv. Jacksonville.	7:10 p. m.	10:15 p. m.	7:00 p. m.
Lv. Macon.	7:15 p. m.	10:20 p. m.	7:05 p. m.
Lv. Jacksonville.	7:20 p. m.	10:25 p. m.	7:10 p. m.
Lv. Macon.	7:25 p. m.	10:30 p. m.	7:15 p. m.
Lv. Jacksonville.	7:30 p. m.	10:35 p. m.	7:20 p. m.
Lv. Macon.	7:35 p. m.	10:40 p. m.	7:25 p. m.
Lv. Jacksonville.	7:40 p. m.	10:45 p. m.	7:30 p. m.
Lv. Macon.	7:45 p. m.	10:50 p. m.	7:35 p. m.
Lv. Jacksonville.	7:50 p. m.	10:55 p. m.	7:40 p. m.
Lv. Macon.	7:55 p. m.	11:00 p. m.	7:45 p. m.
Lv. Jacksonville.	8:00 p. m.	11:05 p. m.	7:50 p. m.
Lv. Macon.	8:05 p. m.	11:10 p. m.	7:55 p. m.
Lv. Jacksonville.	8:10 p. m.	11:15 p. m.	8:00 p. m.
Lv. Macon.	8:15 p. m.	11:20 p. m.	8:05 p. m.
Lv. Jacksonville.	8:20 p. m.	11:25 p. m.	8:10 p. m.
Lv. Macon.	8:25 p. m.	11:30 p. m.	8:15 p. m.
Lv. Jacksonville.	8:30 p. m.	11:35 p. m.	8:20 p. m.
Lv. Macon.	8:35 p. m.	11:40 p. m.	8:25 p. m.
Lv. Jacksonville.	8:40 p. m.	11:45 p. m.	8:30 p. m.
Lv. Macon.	8:45 p. m.	11:50 p. m.	8:35 p. m.
Lv. Jacksonville.	8:50 p. m.	11:55 p. m.	8:40 p. m.
Lv. Macon.	8:55 p. m.	12:00 p. m.	8:45 p. m.
Lv. Jacksonville.	9:00 p. m.	12:05 p. m.	8:50 p. m.
Lv. Macon.	9:05 p. m.	12:10 p. m.	8:55 p. m.
Lv. Jacksonville.	9:10 p. m.	12:15 p. m.	9:00 p. m.
Lv. Macon.	9:15 p. m.	12:20 p. m.	9:05 p. m.
Lv. Jacksonville.	9:20 p. m.	12:25 p. m.	9:10 p. m.
Lv. Macon.	9:25 p. m.	12:30 p. m.	9:15 p. m.
Lv. Jacksonville.	9:30 p. m.	12:35 p. m.	9:20 p. m.
Lv. Macon.	9:35 p. m.	12:40 p. m.	9:25 p. m.
Lv. Jacksonville.	9:40 p. m.	12:45 p. m.	9:30 p. m.
Lv. Macon.	9:45 p. m.	12:50 p. m.	9:35 p. m.
Lv. Jacksonville.	9:50 p. m.	12:55 p. m.	9:40 p. m.
Lv. Macon.	9:55 p. m.	1:00 p. m.	9:45 p. m.
Lv. Jacksonville.	10:00 p. m.	1:05 p. m.	9:50 p. m.
Lv. Macon.	10:05 p. m.	1:10 p. m.	9:55 p. m.
Lv. Jacksonville.	10:10 p. m.	1:15 p. m.	10:00 p. m.
Lv. Macon.	10:15 p. m.	1:20 p. m.	10:05 p. m.
Lv. Jacksonville.	10:20 p. m.	1:25 p. m.	10:10 p. m.
Lv. Macon.	10:25 p. m.	1:30 p. m.	10:15 p. m.
Lv. Jacksonville.	10:30 p. m.	1:35 p. m.	10:20 p. m.
Lv. Macon.	10:35 p. m.	1:40 p. m.	10:25 p. m.
Lv. Jacksonville.	10:40 p. m.	1:45 p. m.	10:30 p. m.
Lv. Macon.	10:45 p. m.	1:50 p. m.	10:35 p. m.
Lv. Jacksonville.	10:50 p. m.	1:55 p. m.	10:40 p. m.
Lv. Macon.	10:55 p. m.	2:00 p. m.	10:45 p. m.
Lv. Jacksonville.	11:00 p. m.	2:05 p. m.	10:50 p. m.
Lv. Macon.	11:05 p. m.	2:10 p. m.	10:55 p. m.
Lv. Jacksonville.	11:10 p. m.	2:15 p. m.	11:00 p. m.
Lv. Macon.	11:15 p. m.	2:20 p. m.	11:05 p. m.
Lv. Jacksonville.	11:20 p. m.	2:25 p. m.	11:10 p. m.
Lv. Macon.	11:25 p. m.	2:30 p. m.	11:15 p. m.
Lv. Jacksonville.	11:30 p. m.	2:35 p. m.	11:20 p. m.
Lv. Macon.	11:35 p. m.	2:40 p. m.	11:25 p. m.
Lv. Jacksonville.	11:40 p. m.	2:45 p. m.	11:30 p. m.
Lv. Macon.	11:45 p. m.	2:50 p. m.	11:35 p. m.
Lv. Jacksonville.	11:50 p. m.	2:55 p. m.	11:40 p. m.
Lv. Macon.	11:55 p. m.	3:00 p. m.	11:45 p. m.
Lv. Jacksonville.	12:00 p. m.	3:05 p. m.	11:50 p. m.
Lv. Macon.	12:05 p. m.	3:10 p. m.	11:55 p. m.
Lv. Jacksonville.	12:10 p. m.	3:15 p. m.	12:00 p. m.
Lv. Macon.	12:15 p. m.	3:20 p. m.	12:05 p. m.
Lv. Jacksonville.	12:20 p. m.	3:25 p. m.	12:10 p. m.
Lv. Macon.	12:25 p. m.	3:30 p. m.	12:15 p. m.
Lv. Jacksonville.	12:30 p. m.	3:35 p. m.	12:20 p. m.